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The results of several years' labor have appeared in detail in various bulletins of the Corps of Engineers of Mines, Peru. In addition to these excellent reports there is now supplied in this important paper a résumé in English of the results of geologic investigation in Peru from the earliest times. The value of the résumé may be judged by the fact that it includes the essentials of many publications not only in Spanish but also in English, German and French, the interpretations from these sources being controlled by the personal observations of the author.

Of special merit are the maps appended to the text. These are five in number, representing not only the general outline features of the relief of the country but also, in a set of four detailed maps, the hydrography of the coastal region all the way from Paita in northwestern Peru to Tacna on the south. On these maps also appear the approximate boundaries between the region of general rainfall and the arid region of the coast in the lee of the mountains. There is also brought out the distinction between the various sub-regions of the coast.

There are three coastal plain tracts where irrigation is extensively practiced and, intervening, are two mountain tracts in which are a number of irrigated valleys whose lower courses are irrigated but whose upper courses, "the heads of the valleys," are too steep and rocky for cultivation. All told, the coastal valleys of Peru are some thirty in number and constitute the richest agricultural sections of Peru. The writer discusses the evidence for the three-fold subdivision of the Andes of Peru which extend in roughly parallel chains from the Knot of Vilcanote to the Marañon, except where the ranges unite at the Knot of Cerro de Pasco; and presents a sketch of the growth of knowledge concerning the nature of the mountains, their extent, natural classification, and drainage. A number of approximate cross-sections illustrate the structural features of the coastal plains and mountains and also the Andes. Climatological data are included for Lima, Ica, and Cailloma. An unusually complete and useful bibliography completes the article. It is a matter for congratulation that we now have in English this extremely valuable paper on the general geology of Peru.

ISAIAH BOWMAN.

The Mississippi. Report by a special Board of Engineers on Survey of the Mississippi River from St. Louis, Mo., to its mouth with a view to obtaining a channel 14 feet deep and of suitable width. 532 pp., Maps and Atlas. Submitted by the Chief of Engineers to the Secretary of War. 61st Congress, 1st Session, House Doc. No. 50. Gov. Print. Off., Washington, 1909.

This report embodies many of the conclusions reached by students of the Mississippi and supplies, in addition, much new material. The interesting part of it is the discussion of methods for obtaining and maintaining the 14-foot channel. The Board names seven: dredging, regularization, canalization with movable dams, canalization with fixed dams, lateral canals, reservoirs and a combination of methods.

With regard to improvement by reservoirs, the Board decides that such a method is, for the present at least, impracticable. This conclusion is based first, upon the study of storage reservoirs above St. Paul, the effects of which would not extend south of Lake Pepin, 51 miles below St. Paul; second, the length of time it would take for the released water to be effective at St. Louis, this time, for reservoirs above St. Paul, being at least two months, which interval would make forecasts impossible; third, the amount of water which would have to be impounded in order to attain a 14-foot depth at St. Louis, an amount about ten times what has yet been found possible.

The Board reaches the conclusion "that the most practicable method of obtaining and maintaining a navigable channel of 14 feet deep from St. Louis to Cairo is by the completion of the project of 1881 for partial regularization in such way as to secure a permanent controlling depth of 8 feet, and then to rely upon dredging for securing and maintaining any further increase of depth." While a 14-foot waterway is considered practical, the desirability of it is questioned on the grounds that lake and ocean vessels could not navigate the channel which is tortuous and, at times, swift; nor would such a depth be sufficient for a loaded freighter. It is furthermore implied that the best use of the river will be realized by using special river barges having a draft of not more than 9 feet; these barges will be capable of carrying all the freight now seeking a water highway at a cost comparable to that of other means of transportation; and a 9-foot regulated river is easily within the range of a moderate expenditure and a small maintaining corps.

Another common argument is rebutted in this volume by the assertion that the decline in the commerce of the river has not arisen from the lack of a navigable channel for vessels of large draft but from the reduction in amount of material available for shipment. The shifting of the centers of output in recent years will explain the falling off in the river commerce.

The investigation of this problem of river conservation and use has been undertaken with great care and thoroughness, and the latitude of the work may be comprehended from the reports on many allied topics, such as, the physical characteristics of the Mississippi river, past and present projects for improvement, present and prospective commerce, gauge readings and discharge measurements. The discussion of that part of the report of the committee on Rivers and Harbors (H. R. 20686, 61st Congress) which pertains to the Mississippi river, before the present Congress, is not intelligible without a knowledge of this report.

With the report is published a large atlas which contains many maps of the river on which are plotted the projects discussed, and in addition, a wealth of data in hydrographs, profiles and typical cross-sections. R. M. Brown.

My Life in China and America. By Yung Wing. vi and 286 pp., Appendix and Index. Henry Holt & Company, New York, 1909.

The autobiographical details of this most interesting volume illuminate the upbuilding of the oldest of the nations, and in the illumination the personal details sink into the background. Those of us who know Yung Wing will find a pleasure in reading this simple story of his struggle out of the Orient into the stream of the advance of our culture. It is a pathetic tale, its personal interest is very great.

But when we seek to examine this personal accomplishment of one Chinaman against the background of the tradition and conservatism of the Middle Kingdom, we see in one glance how great was his accomplishment and then we lose sight of the individual. In the glow of his accomplishment he is lost to view.

Briefly put the record is that Yung Wing came to this country, overcame all obstacles almost with no helping hand, took high place at Yale and, in his